

ORDER

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

6700.14

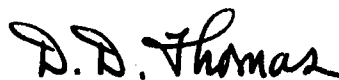
11/27/68

GROUND CERTIFICATION OF NON-FAA FEDERALLY
SUBJ: OWNED (NON-MILITARY) NAVIGATIONAL AID(S).

1. PURPOSE. Establish FAA policy for the ground certification of federally owned navigational aids.
2. BACKGROUND. Federal agencies such as NASA, Department of Interior (Trust Territories), etc.; have requested the FAA to establish IFR procedures at locations where navigational aid(s) are maintained by either employees of the agency concerned or by some commercial contractor. Ground certification requirements of such navigational aid equipment have been satisfied by applying either FAR-171 or FAA certification standards.
3. POLICY. When a federal agency (non-military) requests the FAA to establish an IFR procedure at a particular location, it shall be FAA policy to use either, or a combination of both, FAR-171 or FAA standards and procedures as the appropriate guides to ground inspect other federal agency navigational aid(s).

Application of either, or a combination of both, FAR-171 or FAA standards, and compliance with requirements pertaining thereto, shall be agreed to in a locally prepared agreement by FAA and the federal agency concerned. (The attached appendices provide a suggested agreement format.)

4. PAYMENT OF FAA COSTS. The policy contained in this directive is subject to the funding provisions of agency order 2500.35, Agreements Covering Services and Materiel Provided by the Federal Aviation Administration.



D. D. Thomas
Acting Administrator

Agreement No. _____

MAINTENANCE, CERTIFICATION AND OPERATION

of

(FEDERAL AGENCY CONCERNED) NAVIGATIONAL AID(S)

This agreement between the (Federal agency concerned) and the Federal Aviation Administration (FAA) is made with respect to radio aids to air navigation operated and maintained by the (Federal agency) and used by both civil and military aircraft in the Air Navigation and Air Traffic Control System*. This agreement becomes effective for each individual facility when the facility has been formally integrated into the Air Navigation and Air Traffic Control System through the medium of a ground acceptance inspection by an FAA representative and upon satisfactorily meeting the requirements of a flight inspection by the FAA Flight Standards Service in accordance with the United States Standard Flight Inspection Manual and upon completion of Attachment 2 to this agreement. This agreement is being consummated under the authority of the Economy Act of June 30, 1965.

ARTICLE I

The (Federal agency) will maintain the (navigational aid(s)) facilities in condition to meet the standards of performance used as criteria for the

*Air Navigation and Air Traffic Control System designates the complete system of air navigation, air traffic control and communication facilities used by the FAA to aid in the assurance of safe flight of aircraft from departure to arrival.

inspection by FAA representatives. The standards and format to be used are outlined in Attachment 1.

ARTICLE II

Facilities found to be acceptable as a result of both ground and flight inspections will be certified by the FAA as approved for use in the Air Navigation and Air Traffic Control System. When so certified, the FAA will confirm the authorization of the specific procedure based on the use of each facility.

ARTICLE III

If any (Federal agency) facility being employed in the Air Navigation and Air Traffic Control System is determined to be unacceptable for such use, a NOTAM will be issued and the FAA will take appropriate action with respect to the IFR or air traffic control procedure based on the use of the facility.

ARTICLE IV

If, after formal integration into the Air Navigation and Air Traffic Control System through the medium of ground and flight inspection, a facility should subsequently fail to meet applicable ground or flight criteria and prove incapable of being returned to the condition found at the time of formal integration into the system, a NOTAM will be issued and the FAA will take appropriate action with respect to the IFR or air traffic control procedure based on the use of the facility.

ARTICLE V

The FAA will continue surveillance of the facility through ground and flight inspections subsequent to those performed at the time of formal integration of the facility into the Air Navigation and Air Traffic Control System. Ground inspections will be performed after coordination with (Federal agency) by FAA technical personnel. Flight inspections will be carried out by personnel and aircraft of the FAA.

ARTICLE VI

To facilitate the performance of ground inspections, the (Federal agency) will permit FAA technical personnel access to the facility and associated areas as necessary to carry out their duties, including permission to drive vehicles to the facilities and ground check points.

ARTICLE VII

Whenever required in the performance of ground or flight inspections by FAA personnel, the (Federal agency) representative will assist with the equipment adjustments.

ARTICLE VIII

Once the facility has been certified into the common system, all matters pertaining to the facility maintenance and performance which need to be coordinated with FAA will be handled between the (appropriate offices of the FAA and Federal agency concerned).

ARTICLE IX

Intentional shutdowns of the facility for maintenance or other purposes shall be coordinated through the (applicable FAA/ATC office). This coordination shall be effected in accordance with Attachment 2.

ARTICLE X

In the interest of flight safety and the most efficient use of all air navigation facilities in a given area, (Federal agency) will cooperate with the FAA in scheduling maintenance shutdown periods of navigational aid facilities.

ARTICLE XI

Unanticipated outages of the facilities shall be promptly communicated to (applicable FAA/ATC office). The report to the FAA shall include an estimate of the probable duration of the outage.

ARTICLE XII

The status of the navigational aid facility(ies) shall be advertised by NOTAM to the same extent as FAA facilities. The FAA facility shall act as the clearing point for information relative to the (Federal agency) facilities for the purpose of publishing NOTAM's through FAA channels. It shall be the duty of the (Federal agency) to keep the FAA advised of the facility status. FAA will immediately notify the (Federal agency) as soon as the results of each FAA flight inspection have been determined. NOTAM's and other publications dealing with facility status and use will be coordinated with the (Federal agency).

ARTICLE XIII

The facilities shall be monitored during the hours of operation by means as specified in the performance standards. The monitor station shall have communications with the (FAA) facility as outlined in Attachment 3. Upon detection of any malfunction, the monitor station shall so advise the FAA. If the malfunction is such as to require that a NOTAM be published, the FAA shall publish it without delay. Thereafter, (Federal agency) shall keep the FAA advised of further developments affecting the status of the facility until the malfunction is cleared and the facility is again advertised by NOTAM as resuming normal operation.

ARTICLE XIV

Aircraft accident notification procedures and responsibilities are outlined in Attachment 3.

ARTICLE XV

FAA personnel visiting the (Federal agency navigational aid) in connection with business involving facilities covered by this agreement shall comply with local regulations.

ARTICLE XVI

The provisions of this agreement will become effective when countersigned in the spaces provided below by the authorized representatives of the respective agency(ies).

ARTICLE XVII

This agreement between the (Federal agency) and FAA covers those aspects of the use of the facilities in the Air Navigation and Air Traffic Control System not related to financial matters. The financing details, if any, covering FAA interest in the facilities will be subject to separate agreement.

ARTICLE XVIII

This agreement may be revoked at any time by either party on sixty (60) days notice in writing.

Countersigned this _____ day of _____, 19__, and placed into effect for the (Federal agency) facilities (location(s)).

FAA REPRESENTATIVE:

Name: _____

Title: _____

(Federal agency) REPRESENTATIVE:

Name: _____

Title: _____

ATTACHMENT 1

INSPECTION REPORT

(FEDERAL AGENCY) AIR NAVIGATION FACILITY

This report covers a ground technical inspection by a joint (Federal agency)/FAA team of a (Federal agency) air navigation facility used in the Air Navigation and Air Traffic Control System. The objective of this inspection is to determine that the accuracy of the facility complies with FAA/(Federal agency) joint developed technical standards and that it is operationally reliable and otherwise suitable for continued use in the control and guidance of air traffic.

(Federal agency) Facility Type:

Location:

Date of Inspection:

(Federal agency) Representative: FAA Representative:

ATTACHMENT 1

(FEDERAL AGENCY-NAVIGATIONAL AID(S))

PERFORMANCE STANDARDS

(Applicable navigational aid performance standards.)

ATTACHMENT 1

INSPECTION REPORT

(NAVIGATIONAL AID(S))

MONITORING

1. *Monitor station: _____
2. *Hours of operation: _____
3. #Visual alarm at monitor station: _____
4. #Aural alarm at monitor station: _____
5. #Monitor fail-safe feature: _____
6. #Monitor alarm adjustments:
 - a. Decrease in field strength: _____
 - b. Failure of modulating tone: _____
 - *c. Shift of carrier frequency: _____

RADIATED CHARACTERISTICS

1. #Output power: _____
2. #Modulation percentage: _____
3. #Spurious modulation of carrier: _____
4. #Frequency of modulating tone: _____

* Enter required data.

Check if satisfactory. "X" if unsatisfactory.

ATTACHMENT 1

INSPECTION REPORT (FEDERAL AGENCY)/FAA

CERTIFICATION

This is to certify that the (navigational aid(s)) located at ()
and owned and operated by the (Federal agency) was ground inspected by FAA
and (Federal agency) technical personnel in accordance with mutually agreed
to FAA/(Federal agency) technical performance standards on (date) and has met
all terms of these mutually agreed to technical performance standards.

FAA REPRESENTATIVE

REMARKS

ATTACHMENT 2

DESIGNATED OFFICES (FEDERAL AGENCY)

Communications Officer _____

Maintenance Officer _____

Headquarters Representative _____

Communications arrangement (Federal agency to FAA - coordination and procedure for issuing NOTAMS).

ROUTINE MAINTENANCE SHUTDOWNS

(Federal agency) maintenance personnel shall not shut the (Federal agency navigational aid(s)) down for routine maintenance without prior approval of FAA/ATC. Permission to shut down for routine maintenance should be requested as far as possible in advance, and can be obtained as follows:

1. (Federal agency) maintenance personnel will request permission from FAA to shut the (navigational aid(s)) down for routine maintenance; giving proposed time of shutdown and proposed time service will be restored.
2. FAA will advise as to permission, or denial of permission, to shut the (navigational aid(s)) down for routine maintenance. If permission is granted, (Federal agency) maintenance personnel will advise FAA immediately upon restoration of (navigational aid) service.

FAA will issue all NOTAMS pertaining to the (navigational aid(s)) based on reliable information received from any source.

ATTACHMENT 2

(NAVIGATIONAL AID(S)) FAILURES

(Federal agency) maintenance personnel will immediately advise the FAA of any navigational aid(s) failures. FAA will issue the appropriate NOTAM.

(Federal agency) maintenance personnel will also immediately advise FAA on the restoration of (navigational aid(s)) service following a failure.

FAA will issue the appropriate NOTAM.

ATTACHMENT 2

Countersigned this _____ day of _____ 19__ and placed in
effect for the (Federal agency-navigational aid) facility located at

_____.

FAA REPRESENTATIVE

(FEDERAL AGENCY) REPRESENTATIVE

Name: _____

Name: _____

Title: _____

Title: _____

FAA REPRESENTATIVE

Name: _____

Title: _____

DESIGNATED OFFICES (FAA)

Federal Aviation Administration Region: _____

Airway Facilities Branch (Electronics): _____

Air Traffic Division: _____

Air Traffic Division Representative: _____

Regional Office Representative: _____

Flight Inspection Group: _____



ATTACHMENT 3

AIRCRAFT ACCIDENT NOTIFICATION PROCEDURES AND RESPONSIBILITIES

Once a (Federal agency) facility has been certified for use in the common system, the facility is maintained and operated under the same conditions as an FAA maintained and operated facility. The facility must be operated under conditions and within tolerances established during the certification inspection or the FAA must be notified accordingly. The Station Log (FAA-406c) and Radio Transmitter Operation Record (Form FAA-418) comprise the legal documents for the facility.

In the event of an accident or incident that may involve a (Federal agency) facility, the performance of the facility must be documented. The facility must be checked immediately to determine that it is operating properly. Meter readings must be taken to establish facility performance and the monitor must be checked to see that it is performing properly. The facility performance must be certified by the electronics technician in charge of the facility or his designated representative.

FAA Headquarters notification of a possible aircraft accident/incident may occur as follows:

1. Direct communications aircraft to District Headquarters.
2. Eye witness.
3. Overdue flight plan.
4. FAA notification to (Federal agency) headquarters.
5. Other unspecified means.

In the event of an actual or suspected aircraft accident/incident, the technician in charge of the navigational aid(s) or his designated representative will be notified immediately. It will be his responsibility to record the date and time he received the notification and immediately gather and record facility data. These data should include, but not be limited to, the following:

- Immediately below the meter readings, the following certification shall be executed:

Technician: _____
 (Signature)

 (Title)

2

ATTACHMENT 3

The Facility Maintenance Log Form FAA-406c entry will be made in a clear and concise manner. A typical entry might be as follows:

<u>Month</u>	<u>Time</u>	<u>Remarks</u>
10	11:15	The operation of the Saipan NDB was checked at 10:30 this date. Meter readings, power output, modulation and identification were within established tolerances as set forth in Form FAA-198 and the certification agreement.

This log entry will be certified as follows:

I Certify that the record above is a true and complete statement of my findings with regard to the (Federal agency-navigational aid(s)) on the date and time indicated.

Technician:

(Signature)

(Title)

Observer:

(Signature)

(Title)

After meter readings are recorded and FAA-406c certified, notify the FAA immediately of this action. If required, the FAA will request a copy of the certified meter readings and facility maintenance log.

Any deviation from the above procedure will be accomplished by mutual agreement between the FAA and the (Federal agency).

